

Today's
Advertisements.THEATRE ROYAL
CITY HALL.TO-NIGHT (SATURDAY), 15th May.
Farewell Performances in China of the Popular
EntertainersHUDSON'S
SURPRISE PARTY.(Selling for AUSTRALIA per S.S. *Omi Maru*,
21st instant.)PROSPECTUS OF THE RENOWNED
LAUGHING GAS COMPANY
(LIMITED).Paid-up Capital, One Million Sterling.
Sole Managing Director, Mr. T. P. HUDSON.

Patentees and Manufacturers:

THE SURPRISE PARTY COMBINED.

Big Laughing Gases and Fat Fanny Divi-
dends guaranteed to all the Shareholders, who
are responsible only for their paid-up capital.
The world-famous Nitro Oxide and Carbonic
Acid Essence is warranted to be innocuous
pure, and entirely free from all deleterious
effects, morally, socially, or physically, to the whole
of the juvenile and adult portion of the human race.
This Company has not the most remote connection
with the marvellous makers of common
hydrogen or explosive gases and inflammable
compounds. No compulsory or peremptory demands,
&c., our motto being "The Flank of Perfection
and Courtesy."Gas Effluences with New Illuminations
Nightly 9 P.M. Turned off 11.30.A. J. ROYD, Representative.
Hongkong, 15th May, 1897. [305]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-LIND."
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:
From London, &c., ex S.S. *Victoria*.
From Australia, ex S.S. *Paradise*.
From Persian Gulf, ex S.S. *Kilma*, *Pamba*
and *Mohila*.Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.Goods not cleared by the 21st instant, at 4
P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.

Hongkong, 15th May, 1897. [16]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAIWANFOO.
The Company's Steamship"THALES."
Captain Douglas will be despatched for the
above Ports on TUESDAY, the 18th instant, at
4 P.M.For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 15th May, 1897. [307]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOKIO MARU."
Captain E. S. Barlow, will be despatched for
the above Ports on MONDAY, the 24th instant,
at 4 P.M.This Steamer is fitted with Superior Accom-
modation for First-class and Second-class
Passengers.A duly qualified Doctor and a European
Stewardess carried.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897. [815]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR LONDON AND ANTWERP.

VIA SINGAPORE, COLOMBO, PORT SAID
AND MARSEILLES.

THE Company's Steamship

"KANAGAWA MARU."
Captain J. MacKenzie, will be despatched as
above on WEDNESDAY, the 21st June, at
4 P.M.This Steamer is fitted with Superior Accom-
modation for First-class and Second Passengers
and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897. [816]

NOW READY!

COMMERCIAL AND STATISTICAL
PAPER.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and
Corporations for periods ending 31st December,
1896.This pamphlet is published for the convenience
of the Commercial Community and is for sale,
PRICE 1/6 PER COPY.at the office of the
"HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.

Hongkong, 7th May, 1897. [761]

Today's
Advertisements.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zealand Street, THIS EVENING, the 15th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 15th May, 1897. [764]IN THE MATTER OF THE TRADE MARKS
ORDINANCES (Nos. 16 OF 1873 AND 20
OF 1895)AND
IN THE MATTER OF AN APPLICATION ON BEHALF
OF WILKINSON HEYWOOD & CLARK,
LIMITED, FOR LEAVE TO REGISTER
CERTAIN TRADE MARKS.NOTICE is hereby given that WILKINSON
HEYWOOD & CLARK, LIMITED,
carrying on business at No. 7, Caledonian Road,
King's Cross, in the City of London and at
Victoria in the Colony of Hongkong and else-
where have, on the 6th day of May, 1897,
applied to His Excellency the Governor of
Hongkong for leave to register certain TRADE
MARKS in the Register of Trade Marks in the
Office of the Colonial Secretary for the Colony
of Hongkong, in the Name of the said Company.
The said Trade Marks have been or are
intended to be used in respect of OILS,
PAINTS, COLOURS, VARNISHES and
FRENCH POLISH Manufactured and Sold
by the said WILKINSON HEYWOOD & CLARK,
LIMITED.Facilities of the said TRADE MARKS can
be seen on application at the Office of the
Colonial Secretary for the Colony of Hongkong
or to the Underigned.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for
WILKINSON HEYWOOD & CLARK,
LIMITED.

[808]

IN THE MATTER OF THE TRADE MARKS
ORDINANCES (Nos. 16 OF 1873 AND 20
OF 1895)AND
IN THE MATTER OF THE APPLICATION OF LO
CHEONG, OF TAI PING BRIDGE, CANTON,
IN THE EMPIRE OF CHINA, TEA DEALER,
FOR LEAVE TO REGISTER CERTAIN TRADE
MARKS.NOTICE is hereby given that LO CHEONG,
of Tai Ping Bridge, Canton, in the
Empire of China, carrying on business alone at
Tai Ping Bridge aforesaid under the Style of
YAU KEE, as a TEA DEALER has, on the
16th day of March, 1897, applied to His Excel-
lency the Governor of Hongkong for leave to
register certain TRADE MARKS in the
Register of Trade Marks in the Office of the
Colonial Secretary for the Colony of Hongkong,
in the Name of YAU KEE.The said Trade Marks have been or are
intended to be respectively used in respect of
LO KEI SENG PAU CHONG TAEZ TEAS
in Boxes or Packages, however packed, belong-
ing to or dealt in by the said YAU KEE.Facilities of the said TRADE MARKS can
be seen on application at the Office of the
Colonial Secretary for the Colony of Hongkong
or to the Underigned.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for
YAU KEE.

[809]

IN THE SUPREME COURT OF
HONGKONG.PURSUANT to Section 23 of Ordinance No.
1871, in the Underigned FRANK
CISCO XAVIER D'ALMADA & CASTRO,
whose place of Residence and Service for the
last preceding 12 Months have been at No. 70,
Queen's Road Central, Victoria, in the Colony
of Hongkong, and who was lately under Articles
of Clerkship to Mr. CHARLES DAVID WILKINSON
of No. 70, Queen's Road Central aforesaid,
Solicitor, hereby give notice that it is his in-
tention to apply on the 16th day of June next for
my Examination, admission and enrolment as
an Attorney of the Supreme Court of Hongkong.

Dated the 15th day of May, 1897.

F. X. D'ALMADA & CASTRO.

[810]

K. U. K. OESTERR. UNG. CONSULAT.

KUNDMACHUNG.

Zu Folge Allerhöchster Entschliessung
wurde hierorts ein effectives k. u. k.
Oester. ung. Consulat geschaffen, wovon alle
in Hongkong sich aufhaltenden oesterreich-
ischen und ungarischen Staatsangehörigen
mit dem Bemerken ver- kündigt werden, sich im
Laufe der nächsten Woche, von da an bis
Pünktlich oder sonstigen Legationsplätzen,
bei diesem Amte melden zu wollen.Der k. u. k. Consul befindet sich BLUE
BUILDINGS No. 31, Stock.

Der k. u. k. Vice Consul,

MAX KUTSCHERA.

[811]

CSASZAR ES KIRALYI OSZTRAK
MAGYAR CONSULATUS.

ERTESITES.

A LEGFELSŐBB elhatározás folyán-
ak helyben egy legelőre és k. k. Consu-
lati létesítést, melynek mind helyben tartas-
kodó utasítás és magyar honpolgárok assz-
istenciájuk hogy a jövő k. k. legelőre és k. k.
vagy más k. k. hatóságok iránymutatásai ellen
birtokosok legyenek.A Ca. és k. k. Consulat hivatalja BLUE
BUILDINGS 31. sz. alatt van, emeleten (1. sz.).
A Ca. és k. k. Consulat hivatala.

Der k. u. k. Consul,

MAX KUTSCHERA.

[812]

IMP. & REG. CONSOLATO AUSTRIO
UNGARICO.

AVVISO.

PER Sovrana decisione in iscritto in questa
Città un effectivo imp. & reg. Consolato
Austro Ungarico, di cui vengono avvertiti tutti i
suditi Austriaci ed ungheresi residenti in
Hongkong ed invitati da recarsi nel corrente
della prossima settimana presso questo ufficio,
passando dal loro passaporto ed altre carte di
legittimazione.L'imp. & reg. Consolato si trova nelle BLUE
BUILDINGS No. 31 primo piano.

L'imp. & reg. Vice-Consolo,

MAX KUTSCHERA.

[813]

C. I. K. AUSTRIO UGARSKO CONSULAT.

OGLAS.

PO car-ki sapovjedl ima se sada jedan
effectivno C. I. K. konsulat u Hongkongu
i sa pravi-vo Austrijski i ugarski da dođu
da pro-vo i ugovorjima pa-ki, da drugima
karta se legitimiraju.

C. I. K. konsulat je u BLUE BUILDINGS Broj 31.

C. I. K. Pod Konsul,

[814]

MAX KUTSCHERA.

Today's
Advertisements.

NOTICE.

THE JUBILEE COMMITTEE have the
honour to invite a General Illumination of
the City and of the Harbour and its Shipping
on the occasion of the Celebration to be held
in Commemoration of the completion of the
SIXTY-SEVEN YEAR OF the REIGN of her Most Gracious
Majesty the QUEEN.The Illumination on Land and Water
(including the Procession of Boats) will take
place on the EVENING of the 22nd June, Com-
mencing at 9 P.M.J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, 15th May, 1897. [817]

OCEAN STEAMSHIP COMPANY,

FOR HAMBURG AND LONDON, VIA SUEZ
CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above TO-
MORROW, the 16th instant, at Daylight.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1897. [820]

NIPPON YUSEN KAISHA.

FROM SEATTLE, WASH.

THE Company's Steamship

"SAKURA MARU"
having arrived from the above Ports, Consignees
of Cargo are requested to take IMMEDIATE
DELIVERY of their Goods on board or from
alongside. Any Cargo impeding the discharge
of the vessel will be landed and stored at Con-
signees' risk and expense.Bills of Lading will be countersigned by the
NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897. [820]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY.VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

L EMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MENSES and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 21st March, 1897. [3792]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed
and placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.Counterfoil Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.The following is a List of Waters always kept
ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SALTZ WATER.

LITHIA WATER.

SARSAPARILLA WATER.

Tonic WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [6]

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BIRTH.

On the 7th instant, at 120-C Bluff, Yokohama,
the wife of L. H. ABEL, of a daughter.

MARRIAGES.

On May 4th at H.B.M. Legation, Tokio, before
Arthur Hyde Lay, Esq., Vice-Consul, and after-
wards at St. Andrews Church, Shiba, by the Rev.
A. E. Webb, Mr. LORENZO THOMAS CORKE,
to Miss ROSA McDONALD, both of Tokio.On the 2nd April, at the Danish Chapel Royal,
St. James', by the Rev. Andreas Storm, Capt.
CHRISTIAN M. CRONE ROVING, late Consulting
Engineer to the Siamese Government, eldest son
of the late Captain M. Rovsing, Copenhagen,
Denmark, to FLORENCE A., second daughter of
the late Mr. Edward Horder, of Sydney, and
Mrs. E. Horder, Wahroonga, N.S.W.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 15, 1897.

NOTES AND COMMENTS.

THE STRIKE AT SHANGHAI.

We note that there is published in the
London and China Express of the 16th April
a lengthy article dealing with the recent
crisis at Shanghai arising from the attempt
of the Municipal Council to largely increase
the license fee for wheelbarrows plying
for hire within the boundaries of the
British and American settlements. The
Editor of our London contemporary cites
previous instances of the wily Celestial
"bucking" against attempts on the part
of the well-learned *fan-kwei* to increase the
burden of taxation on a special class or
section of the native communities in the
foreign settlements, including Hong-
kong, in the Far East, and he
shows little sympathy with the *modus
operandi* of our friends at Shanghai,
his leader concluding with the following
remarks:—"There is a limit, doubtless,
to the number of wheelbarrows that can
be endured, as there is a limit also to the
license fee they can pay. The members
of the Municipal Council are the best
judges whether those limits have been
reached. We are writing, consciously,
without full knowledge of the circum-
stances. We merely venture, therefore,
to suggest whether—if the limitation of
numbers were the object in view—an
arbitrary decrease in the number of
licenses would not be a better method
than an increase of taxation, whose
motives, probably, would be misun-
derstood—resented if understood—and might
not unnaturally seem oppressive to a poor
and hard-working class. The provoca-
tion of a riot is regarded by the China
Government as *prima facie* condemnation
of the authority in whose jurisdiction it
occurred. We do not go so far; but the
Council itself will probably admit that
more discreet methods might have been
prevented a row." The new tax on wheel-
barrows comes into force on 1st July and
meanwhile there is plenty of time for the
good folk of the "Little Republic"
to devise ways and means of set-
tling the vexed question and, if need
be, preparing for the worst. We would
not suggest, as does our London contem-
porary, an "arbitrary decrease in the
number of licenses." It is more likely
that a gradual decrease would be deemed
more effective in the long run and less
likely to cause friction or injury to a class
of labourers who have become a neces-
sary adjunct of the ever-increasing trade
of the Manchester of the Orient.

CHINESE INGRATITUDE.

Ingratitude is, alas! a bitter cup which
everyone in the world has had a taste of
and in many instances it has been so
bitter as to almost completely annihilate
the promptings of philanthropy and human-
ity. Amongst the *ingratis* of the world
the Chinese, of course, are no exception
but there are those who appear to think
that some of their acts of ingratitude are
of a lower and baser order than those
exhibited by many other peoples; and
though no doubt a small volume could be
filled with similar incidents a case that
recently came before the Singapore
Courts is indeed typical of the depths
to which Celestial ingratitude can
sometimes stoop. From the brief
reports of the case published in the
Straits Times we gather that two ship-
wrecked Chinese whose lives had been
saved by some Malay fishermen in Dutch
Territory, some few days' journey from
Singapore, had agreed to pay their
rescuers the sum of forty dollars, a sum
that was to include their transport back to
Singapore.On arrival, however, the
Chinese attempted to leave without
paying the fare agreed upon. It therefore
became necessary for the unfortunate
Malays to seek the aid of a Police Magis-
trate to recover from the ungrateful
Chinese the reward promised and the
passage money, and the case in due course
was "called on." Formal evidence
of the rescue having been given it
occurred to the Magistrate that the charge
of "breach of contract" should be
altered to "cheating" as it would probably
be easier to prove cheating and moreover
if the question of breach of contract was
before the Court it might be impossible
for him to settle the case as he might have
no jurisdiction in the premises, the con-
tract having been made in Dutch territory
though it was broken in British waters.It is to be hoped, however, that the
Magistrate will deal with the case
severely. It is cases of this kind, and such
mean treatment as was meted out to
many of the foreigners who served in the
Chinese army (save the mark!) and navy
in the recent war with Japan, that gives a
very general impression that the Chinese,
as a race, are extremely ungrateful
although there are many brilliant excep-
tions to the rule that might be cited. It
is certainly hard to realize an act of
greater ingratitude than is brought to
light in this case of the hardy Malay
fishermen who rescued these avaricious
Chinese from a watery grave.

TELEGRAMS.

REUTER'S MESSAGES.

THE POWERS AND THE WAR.

LONDON, May 13th.
The Ambassadors at Constantinople have
presented a collective note to the Porte, enumer-
ating the conditions that have been accepted
by Greece and asking for a suspension of
hostilities.

A JAPANESE LOAN.

A Japanese loan of £4,000,000 is about to be
issued in London.

ANOTHER CHINESE LOAN.

The preliminary contract for a loan of
£16,000,000 has been signed at Peking on behalf
of a British syndicate.(From *Kobe Chronicle*.)

RUSSIA, JAPAN, AND KOREA.

SEOUL, Many 4th.

A proposal by the Korean Minister for War
to engage 11 Russian officers (3 Colonels or
Major, 5 Captains or Lieutenants, and 3
Surgeons) instead of the number originally
proposed, has been rejected by the Russian
Minister, who urges that the number should be
larger. It is reported that the Korean Govern-
ment in consequence proposes to add 13 non-
commissioned officers.

TOKIO, May 6th.

The Korean Government has reduced the
number of the Russian officers proposed to be
engaged from 16 to 20 odd. The Japanese
Government still disagrees with the proposal,
and Mr. Kato, the Minister in Seoul, has been
instructed to protest against any further engage-
ment of Russian officers.It is reported that the Japanese Government
dissects from the engagement of even a single
Russian officer by Korea.This view has been communicated to the
Korean Government, and a protest will also be
lodged at St. Petersburg.

THE PLAGUE IN FORMOSA.

TOKIO, May 4th.

From the 28th to the 30th of last month,

£5,000 MISSING.

When the China Navigation Co's steamer *Taiyuan* arrived to-day from Sydney, via the usual ports of call, the police flag was hoisted and it was reported that boxes containing sovereigns to the value of £5,000 were missing out of the treasure room.

A strong body of police was at once placed on board and all shore communication was cut off.

The officers were busily employed all day in overhauling the effects of the crew and no part of the ship, apparently, escaped search. The greatest reluctance is necessarily shown, the "steal" being a very serious affair, and so far according to all accounts, the robbery has been very cleverly executed.

It was only about three months ago that a similar affair took place on the P. & O. Co's *Orizaba* while on a voyage home from Australia, and the exploits of Martin Welburg, another small ship gold-robber, are also brought to mind.

The *Taiyuan's* treasure room is at the foot of the saloon companion, and it is said that duplicate keys are in the possession of the Captain and chief officer only. It is to be hoped that the efforts of the police may soon result in the missing treasure being located. It is said that the loss was discovered on Thursday last and that the vessel was outside the harbour all last night. The gold was shipped in the names of several Chinese who are in business Australia.

THE GYMKHANA.

Patrons.—His Excellency Sir William Robinson, K.C.M.G., His Excellency Major-General Wilton Black, C.B., Commodore Winston C. Holland, A.D.C.

Committee.—Mr. A. Babington, The Hon. J. Bell-Irving, Mr. Hart Buck, Capt. Burney, A. Messrs. R. M. Gray, V. A. Cesar Harvey, T. F. Hough, J. McKie, Capt. Lovehard, D.D.C., Mr. G. C. C. Master, The Hon. F. H. Hay, C.M.G., Mr. C. H. Nescent, R.E. L. Colles, The O'Gorman, D.A.A.G., Mr. G. H. Potts, Commander Taylor, R.N., The Hon. T. H. Whitehead and Mr. D. Wood, W. V. Regt.

Judges.—The Hon. J. J. Bell-Irving and Mr. A. Cesar Hawkins.

Handicappers.—Messrs. Hart Buck, R. M. Gray, G. C. C. Master.

Starter.—Mr. A. Babington.

Timekeeper.—Mr. G. H. Potts.

Clerk of the Scales.—Mr. J. McKie.

Hon. Treasures.—Mr. A. Babington, Hon. Secretary, Lt.-Col. The O'Gorman, D.A.A.G.

The second Gymkhana of the season was held at the Racecourse, Happy Valley, this afternoon, and was a very successful gathering. The weather was fine, but a trifle too warm, and there was a large attendance, including many ladies. An additional attraction was the balloon ascent and parachute descent of Mr. Spencer, and this doubtless largely helped to swell the attendance. The various events were of an interesting character and on the whole they afforded capital sport, being keenly contested.

The results are as follow:—

ONE FURLONG RACE; first prize, a cup presented by J. McKie, Esq., with £10 added; second, \$10; weight for inches with 5 lbs. added; ridden by a very successful gathering. The weather was fine, but a trifle too warm, and there was a large attendance, including many ladies. An additional attraction was the balloon ascent and parachute descent of Mr. Spencer, and this doubtless largely helped to swell the attendance. The various events were of an interesting character and on the whole they afforded capital sport, being keenly contested.

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\$50; second, \$10. Entrance \$3, but if left in after 2 p.m., 11th inst, \$3 extra.

Lu. Col. The O'Gorman's Morrison, 11st. 6th.
Mr. Cox's Society, 11st, 6th.
Mr. G. H. Pott's Glenfield, 11st. 6th.
Mr. Jones

A magnificent race throughout, Tootin leaded to Black Rock where he was overhauled by Morrison and Stacy, the former winning by bare half length. Time, 2 min 2/3 secs.

THE BALLOON.

Just before the last race Mr. Spencer made very successful balloon ascent and parachute descent. The balloon were sold at the auction of Gaud, Price & Co. and the Grill Rooms and Mr. Spencer, from a height of over 1,000 feet, safely alighted in the vicinity of Causeway Bay.

THE DIAMOND JUBILEE.

CHINESE DEMONSTRATION PROGRAMME.

In connection with the Diamond Jubilee celebration, a meeting of Chinese residents presided over by Mr. Liu Tze-shan (Chiao Men-chian) Co. was held at the Tung Wa Hospital on Thursday afternoon to decide upon a programme. The following resolutions were drafted and subsequently submitted to His Excellency the Governor for approval:—

- 1.—On the nights of the 22nd and 23rd June a display of fireworks to be given at two points, one on West Point and the other in the Central District. The display to continue from 8 p.m. to 12.30 p.m. on both nights.
- 2.—A large mast to be erected at West Point for a flower show.
- 3.—A show of curios and pictures to be held at the City Hall.
- 4.—The Chinese theatres to be open the whole night through on both dates.
- 5.—Stands for the sale of fancy goods and miscellaneous articles to be allowed in Jersey Street and Wing Lok Street throughout both days and nights.
- 6.—House-to-house visitations to be suspended for ten days before and ten days after the celebration.
- 7.—If any cases of plague occur during the celebration, the patients in the preceding resolution to be allowed to go to the Tung Wa Hospital for treatment.
- 8.—Each street at its own discretion to have bands of music to play from the 22nd to 25th June.
- 9.—The abolition of night passes for five nights.
- 10.—If any street wishes to erect music stands or triumphal arches it shall commence the work ten days previous to the date of the celebration without asking official permission.

Mr. Fong Wa Chinn received a letter from the Hon. J. Stewart-Lubbock announcing that his proposals Nos. 1 to 9 were approved of His Excellency. As regards Nos. 5 and 9 the Colonial Secretary wrote as follows:—"The Governor has already expressed his views in Council on which you no doubt understand that the question of house-to-house visitation has received the careful consideration and that such visitations will only be carried out by officers specially selected for the purpose, and who will be instructed to exercise their duties with every caution. As to plague, His Excellency trusts that Hongkong will not be visited by it this year, so that steps to be taken in connection with it need be anticipated."

On the matter of the night pass Mr. Lockhart writes that an Ordinance for its abolition on ordinary times is now before the Council, and it will be passed before the Jubilee Celebration.

The Chinese generally appear to be taking much interest in the matter and we are informed that the pieces chosen for representation at their theatres will have special application to the notable occasion we shall commemorate.

SOUTH AFRICAN AFFAIRS.

PROSPECTS OF GERMAN INTERFERENCE.

It is interesting to read the remarks of the *Hamburger Nachrichten* as to the possibilities of German interference in South Africa. That journal refers to the large increase in the German colonies in South Africa, and hints at the ease with which British South Africa could be invaded. It frequently states in Germany that it would be quite possible for a force of 50,000 men to invade Cape Colony (a) by sea and through Namaqualand; (b) by following the course of the Orange River above the "Islands" so as to threaten Kimberley in a diversion from the west; and (c) as to Northern Rhodesia by a force based on Santa Cruz Bay and advancing along the Chobe or Okavango to the Zambezi valley. It is also to be reflected that, were the Germans to accumulate sufficient forces for a modelled expedition, as they would easily do at bases like Bethany, it is not hard upon question whether they could not advance a long way up the Orange River or into Namaqualand without being opposed by any force sent up the railway—(on the last there would be none beyond Malmesbury) to meet them there, in the contingency of a war with the Transvaal, be advancing through Dutch, and therefore very unfriendly, neighbourhood, and would exposed to having their communications cut at any point between the Vaal and the Vaal River. By the land-grant system the German Government is encouraging the growth of a reserve of old soldiers as settlers who could be used as a corps of guides in the intelligence and Transport Departments of any expedition.

GERMAN ARMS FOR THE BOERS.

The *Voitische Zeitsung* learns (says the *Daily News*) a correspondent at Berlin that the steamer *Kaiser* of the German East African Line about the middle of March unloaded at Lorenzo Marques, Delagoa Bay, 1,500 cases of war material for the Transvaal. Among them there was a whole battery of heavy guns for the forts at Pretoria and large stores of artillery ammunition.

A GRAVE OUTLOOK.

According to a Central News telegram from Cape Town the *Argus*, commenting upon the probability of a change of Ministry and the formation of a Coalition Government, which shall include Sir Gordon Sprigg, Sir James Milner, and Mr. Rose Innes, says that there can not be a responsible politician in the colony who does not realize that the *British connection is threatened with a grave peril* when men of British blood find it impossible longer to live without bloodshed in the outlying districts, and when Dutch magnates of the Cape Parliament declare that war with the Transvaal means war with them. One thing is perfectly clear. All further consideration must be subordinated to the overmastering necessity of maintaining the supremacy. Fortunately all the members of the new Coalition are good patriots,

MAIL.

ANGLADE, April 16th.

A nugget weighing 112041 has been found near Maryborough, Queensland.

April, 22nd.

The Federal Convention is now practically concluded. It decided upon payment of members to the extent of £400 each per annum for both Houses. Also fixed the Governor-General's salary at £10,000 per annum, and £5,000 monthly allowance. The Federal annual expenditure, at all departments included, is limited to £100,000. The Convention further agreed to alter a detail of a uniform tariff for five years to surplus revenue, if any, should be returned each colony in proportion to its population. Monthly adjustments being made in the interim.

AUCKLAND, April 22nd.

The ship *Zuleika* is a wreck at Cape Pailly in New Zealand, and twelve of the crew are believed to have been drowned.

LONDON, April 21st.

At a meeting of Parnellites held in Dublin under the presidency of Mr. John Redmond, was decided to form an Independent Nations League, and adopt a more advanced policy.

Dr. Lydis, Transvaal Secretary of State, speaking at Berlin, declared that the present situation in South Africa is very critical.

President Kruger, replying to a suggestion that Davis and Sampson, the remaining Rauprisons, should be released on the occasion of the Queen's Jubilee, said that an additional year could be added to their sentences unless the fine of £1000 imposed upon them was paid.

SYDNEY.

The Sydney police secretly landed Butler, the supposed Glenbrook murderer, to-day, and he now safe in Darlinghurst gaol.

WHY THE GERMANS ARE BEATING US.

The paper which Sir Philip Magnus, a Member of the Royal Institution on Technical Instruction, contributed to the *National Review* in April is a timely reminder that the danger of German competition is one of those incentives to energy which do not less their spur because demonstrations that some of the alarmists have exaggerated. The little book, "Made in Germany," has been triumphantly proved by its clever critics to contain many confessed artistic and is obviously vitiated by its author's prejudice in favour of Protection. Therefore, many of its out-look-like criticisms have gone to sleep thinking that the German scare was baseless, and that John Bull is perfectly capable of holding his own without making any more fuss, or changing his old-established methods. Such silly heads will say Mr. Stead, do not be waken up and read Sir Philip Magnus's paper, for he is not an alarmist; but his moderate, well weighed, and very ominous warnings are very serious indeed. How is it that the Germans are beating us? Sir Philip Magnus replies to this question from the wealth of his own personal observations:—

Throughout Germany, the features which strikes the observer is the strict adaptation of schools to local requirements, and to the needs of the industry in its widest sense. And not only in the equipment of their schools, but also in the methods of instruction, the Germans excel us.

In the facilities provided for the advancement of scientific work Germany stands far ahead of us. We in this country lack not only equal facilities, but to some extent the belief in their efficacy and the desire to profit by them. The recognition of the advantages of scientific and technical education characterises all classes of society in Germany, and more than any other employers of labour engage in productive and demanding industry, whose workers are familiar with Germany's progress and who are constantly calling attention to the advantages which German trade has gained from the ability of her standing army of scientific men, ready to apply to industrial operations every serviceable scientific discovery.

If asked wherefore German education is superior to our own, I should say in its appliances, in its methods, and in its organisation. The splendid buildings that have recently been erected for the purpose of applied science, some of which are described in a recent report, perfectly equipped with apparatus and every kind of apparatus needed for the most advanced scientific research, are the admiration of all who have seen them. No expense has been spared in rendering these institutions serviceable to the industries they are intended to develop. The number of students trained in them is far greater than in our own.

The thrifty habits of the German people, the fact that they take life more seriously than we do, their admitted contentment with a somewhat lower standard of material living, are conditions not to be overlooked, the weight of which cannot be exactly estimated. But when due allowances is made for all these causes, the one factor that stands out prominently, differentiating the conditions in the two countries, is the superiority of German instruction, and its closer adaptation to the wants and requirements of the people. It is this that has enabled them to take us on us in the science of production and in the art of distribution. The danger that threatens us, although by no means alarming, is nevertheless evident; the remedy is in our own hands.

BURMA AND YUNNAN.

[Glasg., April 19th.]

Although Mr. Holt Hallatt's views on British railway development between Burma and Western China are not always endorsed by other experts, much may be said for his contention that the greatest care should be taken to keep open the route from our frontier to Suifu. That populous and thriving city has no equal in Yunnan as a centre of trade, while the country intervening between it and Burmah, although rugged in some parts, is not absolutely impracticable for railway construction, as most other routes are. It is, therefore, the first consideration that England should resume possession of the province of Kiang-hung, which was handed over to China some years ago on condition of its never being passed on to any other power. The Celestial Government flagrantly violated that covenant by transferring Kiang-hung to France, and the governing condition of the cession being thus broken, the status quo revives. Mr. Hallatt's main argument, then, is that it is our moral obligation to France or England to rally the propped Burmese Chinese Convention if—as Mr. Simpson occasionally seemed to imply a few weeks back—it allows France to retain Kiang-hung. If that were permitted, it is certain that our neighbours could practise their customary policy of blocking at British trade by prohibitory tariffs and other methods, and all the commerce of Suifu would then be way to Tonkin. Nor would there be much chance of the Burmese railway system being brought into touch with Yunnan (permissible for railway construction, and it had been established from Paris. The Chinese Government expressly agree that if railways are constructed between Yunnan they shall be extended to the Burmese boundary, but with Kiang-hung in French possession, this pledge could not be fulfilled.

CALENDAR.		
by MARY.		
<i>Metorological mean based on ten years' observations 151893.</i>		
Barometer	29.87	
Thermometer	76.2	
Humidity	84	
Rainfall	15.00	
TO-DAY.		
WEATHER REPORT.		
	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.95	29.86
Thermometer	84	86
Humidity	73	66
Rainfall		
TO-DAY.		
Saturday, 15th May, 1897.		
Chinese—15th of 4th moon of 23rd year		
Kwong-shi.		
(Fête of Ló Sién, Tanist patriarch, worshipped by all sects.)		
Jewish—15th Year, 5657.		
Mohammedan—15th Dhu'l-hajja, 1314.		
Sun—Rises	5hr. 21mins.	
Sets	6hr. 31mins.	
High water—Morning	7hr. 28mins.	
Afternoon	3hr. 13mins.	
Low water—Morning	1hr. 25mins.	
Afternoon	2hr. 18mins.	
ANNIVERSARIES.		
1891—Wreck of the British steamer <i>Albany</i>		
Matsuhisa. Anti-foreign riot		
Hochow district		
1896—Disastrous cyclone in Texas.		
TO-MORROW.		
Sunday, 16th May, 1897. (IV after Easter)		
Chinese—15th of 4th moon of 23rd year		
Kwong-shi.		
Jewish—15th Year, 5657.		
Mohammedan—14th Dhu'l-hajja, 1314.		
Sun—Rises	5hr. 21mins.	
Sets	6hr. 31mins.	
Moon—In Perigee	5hr. 31mins.	
Full	9hr. 31mins.	
High water—Morning	8hr. 8mins.	
Afternoon	9hr. 13mins.	
Low water—Morning	1hr. 38mins.	
Afternoon	3hr. 18mins.	
ANNIVERSARIES.		
1855—H.M.S. <i>Rattler</i> made a successful run		
against pirates at Tachow.		
1881—Ratification at Peking of the amercé		
Twenty between Russia and China.		
1886—Sunkim evacuated by the British.		
1896—Accidental explosion of a shell at Wa		
chai! a coolie injured.		
CHURCH SERVICES.		
<i>St. John's Cathedral.</i> —Communion, 7 a.m.		
Maline, 11 a.m., Evensong, 5.45 p.m.		
<i>Roman Catholic Cathedral.</i> —Mass at 6 a.m.		
7 a.m., 8 a.m., and 9.30 a.m. Benediction		
1 p.m.		
<i>Union Church.</i> —Services, 11 a.m. and 6 p.m.		
<i>St. Francis's Church, Chapel.</i> —West Point.		
Morning Service, 11 a.m.		
<i>St. Francis's Church, Wanchai.</i> —Mass (Chin		
6 a.m.), (Port.) 7.30 a.m., Benediction, 5 p.m.		
<i>St. Joseph's Church, Garden Road.</i> —Morning		
Service (English), 9 a.m.		
<i>St. Anthony's Chapel, West Point.</i> —Mass,		
8 a.m.		
<i>Wesleyan Methodist Church.</i> —Services, 10		
a.m. and 5.45 p.m.		
<i>St. Peter's and St. James's Church.</i> —11 a.m. at		
6.30 p.m.		
SHIPPING AND MAIL NEWS.		
MAILS DUE:		
American (<i>Galleit</i>) 17th inst.		
Indian (<i>Lightning</i>) 17th inst.		
Tasman (<i>Tasman</i>) 17th inst.		
Australian (<i>Tollu</i>) 18th inst.		
French (<i>Calendons</i>) 22nd inst.		
German (<i>Prussien</i>) 23rd prox.		
Canadian (<i>Empress of China</i>) 24th prox.		
American (<i>Doric</i>) 24th prox.		
SHIPPING RETURNS.		
From 6 p.m. yesterday to 6 p.m. to-day.		
ARRIVALS.		
<i>Sakura Maru</i>	Steamer, from Kobe	
<i>Hanchow</i>	" Canton	
<i>Kwanglei</i>	" Canton	
<i>Katsar-t'and</i>	" Singapore	
<i>Sarpedon</i>	" Amoy	
<i>Thaile</i>	" Coast Ports	
<i>Germania</i>	" Saigon	
<i>Taiyuan</i>	" Au tau	

[illegible]

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One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

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FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

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Consignees

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signatures, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"
FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Italy, ex S.S. Swift.
From Madras, ex S.S. Steadfast.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1897.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship

"SAKURA MARU."

Captain W. Brady, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 4 P.M.

Excellent Accommodation on board for First-class Passengers.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

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FOR THURSDAY ISLAND, TOWNSVILLE,

BRISSBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU."

Captain C. Young, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1897.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 16th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & Co.,

General Managers.

Hongkong, 15th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KALGAN,"

Captain Phillips, will be despatched as above TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KWEILIN,"

Captain Harris, will be despatched as above on MONDAY, the 17th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th May, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TAKSANG,"

Captain Rolph, will be despatched as above on MONDAY, the 17th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 15th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Dodd, will be despatched as above on TUESDAY, the 18th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Moore, will be despatched as above on TUESDAY, the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th May, 1897.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"AFRIDI,"

Captain Golding, will be despatched as above on or about THURSDAY, the 20th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 15th May, 1897.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS,"

Captain Reibelmund, will be despatched as above on FRIDAY, the 23rd instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 15th May, 1897.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, CHEMULPO,

NAGASAKI, FUSAN AND GENSAN.

RETURNING.

VIA GENSAN, FUSAN, KOBE,

SHIMONOSEKI, NAGASAKI, KEELUNG,

FOCHOW AND AMOY.

THE Company's Steamship

"NAGATO MARU,"

Captain M. Nishimura, will be despatched as above on FRIDAY, the 23rd inst., at 4 P.M.

This Steamer is specially fitted with Superior Passenger Accommodation ensuring every comfort to Passengers, and a good opportunity is therefore offered to persons desirous of enjoying a Summer trip to the North.

Passengers are allowed to break their journey at any point en route, and connection may be made at Korean or Japan ports with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 15th May, 1897.

FOR NEW YORK.

THE 100 A. British Ship

"CLAN MACKENZIE,"

Captain Iddes, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to

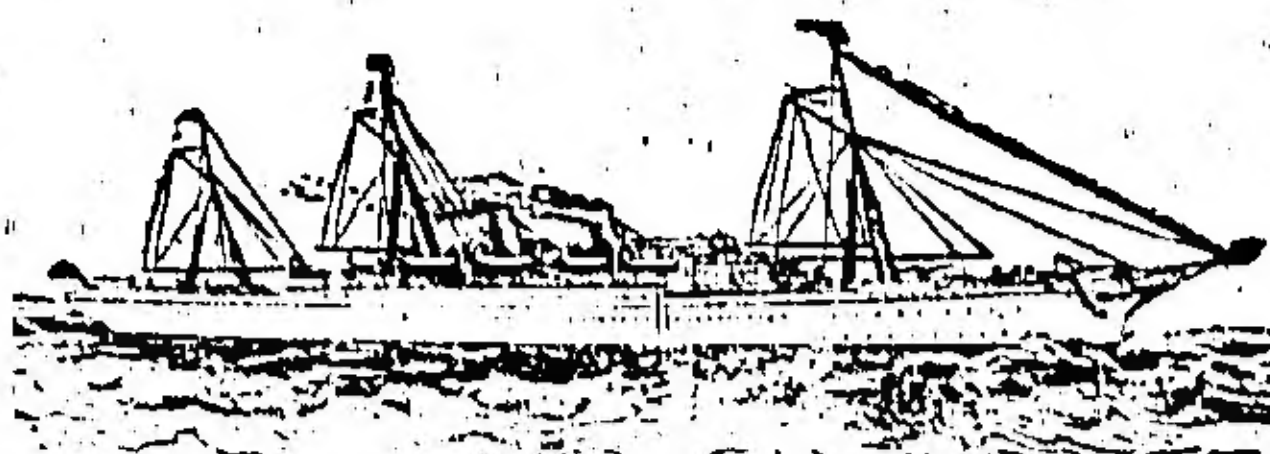
ARNHOLD, KARBERG & Co.

Hongkong, 15th May, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 19th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months. £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddis' Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Saturday, 20th May, at Daylight.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Thursday, 17th June, at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Tuesday, 6th July, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAFFERTY'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAMLIER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 15th May, 1897.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched from this for LONDON (via HOMBAY) on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 7th May, 1897.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich ... Tuesday ... 25th May.

Prinzess ... Tuesday ... 22nd June.

Sachsen ... Tuesday ... 20th July.

Bayern ... Tuesday ... 17th Aug.

Prins Heinrich ... Tuesday ... 14th Sept.

Prinzess ... Tuesday ... 12th Oct.

Sachsen ... Tuesday ... 9th Nov.